

# The Hong Kong Daily Press.

No. 9309

日九月九日三十號光

HONGKONG, FRIDAY, NOVEMBER 4TH, 1887.

五年禮

號四月一十英港香

PRICE \$2½ PER MONTH

## SHIPPING.

### ARRIVALS.

November 2, CHI-YUEN, Chinese str., 1,347, R. Null, Newshang 26th October, and Chefoo 28th, Booms and General—C. M. N. Co. November 2, SUN-HAI, Brit. brig., 142, W. Trow, Yokohama 15th October, General—ORDER. November 3, PIAA CHIDA (HOM KAO), Brit. str., 101, A. Bonin, Bangkok 23rd Oct., Rice—YUEN FAT HONG. November 3, CHERYL, British steamer, 1,570, H. Place, Seigon 29th October, Rice—ADAMSON, & C. November 3, IPHIGENIA, German steamer, 1,055, E. Voltmer, Hamburg and Singapore 26th October, General—SIEMSEN & Co. November 3, TRIUMPH, German steamer, 674, F. Moes, Hioow 2nd November, General—WIELER & Co.

### CLEARANCES.

AT THE HARBOURMASTER'S OFFICE. 3RD NOVEMBER.

China, German str., for Saigon.

Socorro, British str., for Hoochow.

Governor, Goedua, Amer. ship, for New York.

Danube, British str., for Haiphong.

### DEPARTURES.

November 3, THALES, British steamer, for Swatow.

November 3, VORWERTH, German steamer, for Toulon.

November 3, TANNADICE, British str., for Port Darwin, &c.

November 3, PREUSSEN, German steamer, for Shanghai.

November 3, JASON, British str., for Shanghai.

November 3, MALWA, British str., for Shanghai.

### PASSENGERS.

ASHVED.

Per Phra Chula Chen Kao, str., from Bangkok—66 Chinese.

Per Chetanya, str., from Saigon—160 Chinese.

Per Ichinori, str., from Hamburg, &c.—Mr. Erythrocot for Yokohama, and 131 Chinese from Singapore.

### DEPARTED.

Per Makra, str., for Shanghai—From London.

—Mr. T. M. Tandy, Mr. and Mrs. Badland, and child, Mr. and Mrs. Forrester, 4 children, nurse and native servant, Mr. and Mrs. Eliotson, and 2 children, and Mr. Holah, from Brindisi.

—Mr. A. Vowles, from Singapore—Messrs. H. Conway Baillie and J. A. G. Campbell and servant.

Per Preussen, str., for Shanghai—Mrs. Elizabeth Miller, Misses Edwina and Christine Gorritta, Messrs. Kelling, O. Kluth, Chas. Buse, F. A. Hart, and T. Raine.

### TO DEPART.

For General Werdenstr., for Yokohama—Baron von Dornberg, and Prof. Dr. Grasmann.

### REPORTS.

The German steamer TRIUMPH, from Hoochow 2nd November, reports on the 2nd inst. passed the telegraph steamer showing KOWB, at Hailan Head, all well.

The Chinese steamer CHI-YUEN, from Newchow 25th October, and Chefoo 24th, reports from Chefoo to Sadiel, light variable winds and fine weather; from Sadiel to Breaker Point fresh monsoon and fine, clear weather; from thence to Haiphong light winds and fine weather.

### SHANGHAI SHIPPING.

ARRIVALS.

18. Kiang-tze, Chinese str., from Ningpo.

18. Kiang-pai, Chinese str., from Hankow.

18. W. C. de Vries, British str., from Hankow.

18. Katsun, British str., from Hongkong.

18. Ingoo, German str., from Nagasaki.

18. Pempton German str., from Hamburg.

18. Archibald, British str., from Liverpool.

18. Kintaku, Japanese str., from Hodeidah.

18. Letham, British str., from Ningpo.

18. Tung-ho, British str., from Tientsin.

18. Chin-tung, Chinese str., from Chefoo.

18. Fuy-wu, Chinese str., from Foochow.

18. Hui-en, Chinese steamer, from Tientsin.

18. Sherard Osborne, British str., from HKong.

18. Kiang-tze, Chinese str., from Ningpo.

18. El Dorado, British str., from Tientsin.

18. Hoo-shin, Chinese str., from Tientsin.

18. Pempton, British str., from Hankow.

18. Perseus, British str., from Amoy.

18. Fortuna, British str., from Nagasaki.

18. Parva, French g.b., from Nagasaki.

18. Ichabod, British str., from Ningpo.

18. Fah Wo, British str., from Hankow.

18. Wheal, British str., from Hankow.

21. Norden, Danish str., from Nagasaki.

21. Yehien, Chinese str., from Ningpo.

21. Kintaku, Chinese str., from Chefoo.

21. Wolf, German str., from Chefoo.

21. Johang, British str., from Ningpo.

21. Kowshing, British str., from Tientsin.

21. Hae-chang, Chinese str., from Wenshan.

21. Kiang-yu, Chinese str., from Hankow.

21. Shanghai, British str., from Hankow.

21. Carlton, British str., from Hongkong.

21. Kintaku, British str., from Liverpool.

21. Heng-yen, British str., from Kowloon.

21. Heng-yen, British str., from Chefoo.

21. Heng-yen, British str., from Ningpo.

21. Kintaku, British str., from Ningpo.

21. Heng-yen, British str., from New York.

21. W. C. de Vries, British str., from Hankow.

21. Yung-Wo, British str., for Hongkong.

21. Yung-Wo, British str., for Ningpo.

21. Kintaku, British str., for Ningpo.

21. Ingoo, German steamer, for Nagasaki.

21. Hovdial, British str., for New York.

21. W. C. de Vries, British str., for Hankow.

21. Yung-Wo, British str., for Ningpo.

21. Kintaku, British str., for Ningpo.

21. Ingoo, German str., for Ningpo.

21. Heng-yen, British str., for Ningpo.

21. Ingoo, German str., for Ningpo.

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## INTIMATIONS.

1887. NOW READY. 1887

## THE CHRONICLE AND DIRECTORY

FOR 1887.

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has been thoroughly revised and brought up  
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ARE NOW READY FOR DELIVERY.

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SPECIAL FLORISTS' SEEDS  
IN SEPARATE NAMED VARIETIES.

## CATALOGUES ON APPLICATION.

THE HONGKONG DISPENSARY,  
Hongkong, 19th September, 1887.

## BIRTH.

On the 3rd November, on board the British barque, Lady Greenwood, the wife of Capt. T. H. Williams, of a daughter, both doing well.

## The Daily Press.

HONGKONG, NOVEMBER 4TH, 1887.

The Chinese officials Wong and Yu, who recently visited Australia and other colonies to investigate the condition of their countrymen there, have recommended, so it is said, the appointment of Chinese Consuls in

Australia, and the Viceroy of Canton has forwarded their recommendation to the Taung-

li Yamen. At present China has not the right to appoint Consuls in the British domi-

nions. The Tientsin Treaty provides that a British Ambassador may be appointed to

Peking and a Chinese Ambassador to the Court of St. James; it is further provided that

British Consuls may reside at the open ports

of China, but there is no corresponding pro-

vision that Chinese Consuls may reside in

British ports. In the Convention negotiated by Sir Rutherford Alcock in 1869 it was

provided that China might appoint Consuls to all ports in the British dominions; but

ratification of this Convention was refused by the British Government. If China is

desirous of making such appointments, therefore, she will have to negotiate on the

subject. But what useful duress could Chi-

nese Consuls discharge in Australia? A

Consul is primarily merely a commercial

agent, whose duty it is to afford assistance

to navigators or merchants of his nation and

to watch over the fulfilment of commercial

treaties, and he does not stand in any respect on

the same footing as persons of acknowledged

diplomatic rank. In countries where extra-

territoriality is in existence, as in China, the

Consuls have extraordinary powers con-

ferred on them of a diplomatic and judicial

nature, but as the Chinese do not enjoy ex-

traterritoriality in Australia, their Consuls,

if Consuls were appointed, would not occupy

the same status as British Consuls in China,

but simply that which the Consul of one

European nation holds in the territory of another, namely, that of a commercial agent.

But as China has practically no commerce

with Australia, all the trade between the two

countries being conducted through Hong-

kong or sailing in foreign bottoms to or from

the treaty ports, the services of such a com-

mercial agent are not called for. Nor, proba-

bly, was it on this ground that General Wong

recommended their appointment, but rather

with the view of their exercising some sort

of jurisdiction over their countrymen and

entering into diplomatic relations with the

Governments of the various Australian col-

onies. Such appointments necessarily could

not be sanctioned. If the Chinese wished

to appoint Consuls merely as commercial

agents, to afford assistance to such of their

countrymen as might fall into distressed

circumstances, and to furnish reports to their

Government on the trade of the places where

they were stationed, there could be ob-

jection on principle to such appointments,

but there is the very practical objection that

wherever a Chinese official is appointed he

will almost infallibly seek to exercise an im-

proper jurisdiction. This has been exemplified

even at Singapore, where the appointment of

a Chinese Consul has been allowed and

where it has been utilized for the exercise

of such improper jurisdiction; for it may be

remembered that in the recent Franco-

Chinese hostilities the Consul there sought

to levy something in the nature of a tax on

their countrymen.

A theory of quarantine has received what

must be regarded as an emphatic condemnation

at the hands of the Hygienic Congress which

has recently sat at Venice. At the last meet-

ing of the Congress the theory was accepted

and endorsed, the English delegates, if we

remember rightly, being the only dissentients.

But now, we are told by the Times corre-

spondent, "in the three sections all the mem-

bers who spoke on the subject of quarantine

took the view of the British Government;

that quarantine is useless. It was repeated-

ly pointed out that, although cholera is said

often to proceed from India, England, which

has constant relations with that Empire, does

not establish quarantine in her ports.

If there were anything in the quarantine

theory, England, as the chief maritime nation

in the world, ought to be continually suffer-

ing from epidemics of cholera, whereas such

is not the case, the epidemic being kept out

of the country by Imperial and local sanitary

regulations. The general discussion against

quarantine is interesting, as being totally

opposed to the opinions formulated at the

last congre-

sion at the Hague." After this it may

reasonably be hoped that quarantine, which

has already been greatly curtailed in Hong-

kong, will be done away with altogether, and

that it may gradually disappear at the Pil-

ippines ports, the Mediterranean ports, and

in other parts of the world where this semi-

barbarous measure is still resorted to, and

where shipping is subjected to needless delay

and expense and crews and passengers to

irksome confinement on board.

THE SHANGHAI AUTUMN RACE  
MEETING.

FIRST DAY, 3rd November.

The following are the results of the first day's

running. Raliv is the racing—

The French and German mails of the 29th

September were both delivered in London on

the 1st inst.

The French despatch boat Brandon arrived

at Singapore from Saigon on the 21st ult. ex-

route to Toulo.

The Agents (Messrs. Jardine, Matheson &amp; Co.)

inform us that the Old Liner steamer Glenagles,

from London, left Singapore yesterday for this

particular port.

Passes Komeda, uncle to the Mikado of

Japan, accompanied by his wife and suite ar-

ived at Constantinople on the 29th September.

The visitors are the guests of the Sultan.

The Messagerie Maritimes steamer Mel-

gane, with the naval and coastwise French mail

(dates from London to 7th ult.), is to leave

Singapore to-day, the 4th inst., at 11 am for

this port.

Mr. John's Swindon ..... 1

The MAIDEN STAKES: a sweepstakes of

Tls. 10 each; with Tls. 100 added; for China

ponies; weight for inches as per scale; en-

trance, Tls. 5. Half-a-mile.

Mr. Ten Brook's Dunkeld ..... 1

The CHARTERED STAKES: a sweepstakes of

Tls. 10 each; with Tls. 100 added; for China

ponies; weight for inches as per scale; en-

trance, Tls. 10. Three-quarters of a

mile.

Mr. Chouleur's Lak-de-dah ..... 1

The CHAMPION STAKES: value, Tls. 100; sec-

ondary, Tls. 50; for Campanias that have never

run at any meeting; weight for inches as per

scale; entrance, Tls. 10. One mile.

Mr. Huxley's Tycoon ..... 1

The JOCKEY CUP: value, Tls. 100; for China

ponies; weight for inches as per scale; en-

trance, Tls. 5. One mile.

Mr. John's Suswold ..... 1

The HORSE STAKES: value, Tls. 100; for China

ponies; without the restriction to height or

weight; weight for inches as per scale; en-

trance, Tls. 5. One mile round.

Mr. Mat Dawson's Magpie (into Umbria) 1

The RACING STAKES: a sweepstakes of Tls. 10

each; for China ponies; weight for inches as per scale; entrance, Tls. 10. One mile.

Mr. Ring's Chipendals ..... 1

The RACING STAKES: a sweepstakes of Tls. 10

each; for China ponies; weight for inches as per scale; entrance, Tls. 10. One mile.

Mr. Carvalho's Carmina ..... 1

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## TRACTS.

## ADMIRAL HEWETT'S VICTORIA CROSS.

Admiral Hewett, now in command of the Channel Fleet, is the possessor of the most coveted decoration that Britain can bestow upon the heroes of the army and navy—viz., the Victoria Cross. It is given only for extreme valour in actual battle, and then only for particular service rendered, which makes it all the more valuable to a soldier or a sailor. When the memorable siege of the Russian stronghold, Sevastopol, began, the right of the British line of attack was entrusted to the Naval Brigade, and an arduous task it was. The Russians, with a continuous presence of the value of the position thus obtained, made it the constant object of their attack. Just a week previous to the event by which Admiral Hewett, then mate of the *Hedgehog*, laid the foundation of his claim for the great British decoration, Captain William Peel and Midshipman St. John Daniels had the admiration of their superiors and the whole world by an unparalleled act of bravery in saving a convoy of商船 from its way to the batteries, manned by the Jack-tars of the fleet, who rendered such good service throughout the whole of the siege. Sir William Peel is dead, Midshipman Daniels is dead, and Sir William Hewett stands now as the premier winner of the Victoria Cross in the Crimean campaign, so far as the navy is concerned.

On the extreme right of the British lines was what was known as the Lancashire gun battery. On the 26th of October, 1854, the Russians, after the battle of Balaklava, sought to make an attempt to turn the British lines. Captain Lushington, who was in command of the Naval Brigade, seems to have had a marvellous touch of the men and officers, and was again well in touch with the division under the command of Sir de Lucy Evans, better known as the Light Division. The Russians on the day named made a furious onslaught on the British right. The grey-coated legions came with steady tread, apparently bent by sheer force of numbers upon victory. The firing from their batteries covered for the attack in the rear. With a 13-inch shell the French magazine is blown up and something like a panic set in on the extreme British line. Both from sea and land a tremendous cannonade is kept up by the enemy, and a ship of the Russian navy is able, unaided by the British, to pour shell after shell into the British trenches. Under cover of fire the Russians keep continued to advance slowly. The Light Division has managed to hold their own, and finally with a rush have driven the hostile troops back into their own lines. On the right, however, the Russians press steadily on till they are within 300 yards of the battery manned by the men of the *Beagle*, under the command of Acting-Mate Hewett. With but little to back them up in the way of infantry, and in the face of almost overwhelming odds, so far as numbers are concerned, there is a momentary waver of the blue-jackets. To spike the Lancashire guns and make a bolt of it occurs to some caven spirit, and the word has quickly passed round that an order has come from Captain Lushington to spike the guns and retire. With a keen glance around at the position, Mr. Hewett receives the news. The centre of the attack, he sees, has been driven back, and though the enemy has advanced under cover of their skirmishers to within hailing distance of him, he knows that to give in will be to give the Russians an advantage they have not earned. Sharp as the fire from the main rifles of the Russians, is at once mounts the parapet of the battery. His men are ready to fall back; but having himself received no orders to retire, he calls upon his men to stand by him. "There's no order from Capt. Lushington," he cries, "and we'll stand by him, and send these beggars back." Unfortunately the battery is so constructed as not to cover the advance of the enemy. Mr. Hewett sees that if the Lancaster gun under his command can only be turned round that advance can be checked. To leap on the parapet and begin to demolish it is the movement of an instant. "Come on, boys," he cries, "bring her round!" Animated by such an example, the front of the battery is torn down. Some soldiers who are near help in the gallant movements, and before the advancing Russian troops have time to think, a withering and destructive fire is poured upon them. They waver and retire. Such gallantry as this at a critical moment saved the British lines. What would have happened had the troops of the Czar turned them, it is impossible to say. Possibly the whole course of the campaign would have been altered. For this service Mr. Hewett was at once recommended by Captain Lushington for promotion to a commission as lieutenant, to the delight of the gallant tar who was his comrade. Little over a week elapsed when, at the great battle of Inkermann, Mr. Hewett's services were again noticed as conspicuous for their bravery. And it is no wonder that when his Most Gracious Majesty the Queen sought to reward her gallant sailors and soldiers by the foundation of the Order of the Victoria Cross, Mr. Hewett was one of the first to receive it. A true gallant tar, Mr. Hewett did not belie his country's trust. Advanced from one post to another, but always able to give a good account of himself and the forces under his charge, he has earned the right to command a portion of the whole fleet, to which is intrusted the duty of guarding our shores from the attack of a foreign foe.

## BUCCANEERS AND MARONIERS OF THE SPANISH MAIN.

"Maroon—to put ashore on a desert island, as a sailor, under pretence of having committed some great crime." Thus our good Noah Webster gives us the dry bones, the anatomy upon which the imagination may construct a specimen to suit itself. It is hence that the marooners took their name, for marooning was one of their most effective instruments of punishment or revenge. If a pirate broke one of the many rules which governed the particular band to which he belonged, he was marooned; did a captain defend his ship to such a degree as to be unpleasant to the pirates attacking it, he was marooned; even the pirate captain himself, if he displeased his followers by the severity of his rule, was in danger of having the same punishment visited upon him which he was perhaps more than once visited upon another. The process of marooning was as simple as terrible. A suitable place was chosen (generally some desert island far removed as possible from the pathway of commerce), and the condemned man was rowed from the ship to the beach. Out he was bundled upon the sand-spit; a gun, a half dozen bullets, a few pinches of powder, and a bottle of water were chucked ashore after him, and away rowed the boat's crew back to the ship, leaving the poor wretch alone to rave away his life in madness, or to sit sunk in his gloomy despair, till death mercifully released him from torment. It rarely if ever happened that anything was known of him after having been marooned. A boat's crew from some vessel, sailing by chance that way, might perhaps find a few chalky bones bleaching upon the white sand in the glaring glare of the sunlight, but that was all, and such were maroures.

## A FAMOUS BUCCANEER.

Perhaps the most famous of all the piratical names to American ears are those of Captain Robert Kidd and Captain Edward Teach, or "Blackbeard." Nothing will be written in regard to Kidd in this paper, nor in regard to the pros and cons as to whether he really was or was not a pirate,

after all. But with "Blackbeard" it is different, for in him a real raving, raging, roaring pirate per se—one who really did bury treasure, who made more than one captain walk the plank, and who committed more private murders than he could number on the fingers of both hands; one who fills, and will continue to fill, the place to which he has been assigned for generations, and who may be depended upon to hold his place in the confidence of others for generations to come. Captain Teach was a Bristol man, born, and learned his trade on board of sundry privateers in the East Indies during the old French war—that of 1702—and a better apprenticeship could no man serve. At last somewhere, about the latter part of the year 1715, a privateering captain, one Benjamin Hornigold, raised him to the rank and put him in command of a sloop—a lately captured prize—and Blackbeard's fortune was made. It was a very slight step, and but the change of a few letters, to convert "privateer" into "pirate," and it was a very short time before Teach made that change. Not only did he make it himself, but he persuaded his old captain to join with him.

"Our hero," says the old historian who sings of the arms and bravery of this great man—"Our hero assumed the cognomen of Blackbeard from that large quantity of hair which, like a frightful meteor, covered his whole face, and frightened America more than any comet that appeared there in a long time. He was accustomed to twist it with ribbons into small tails, after the manner of our Esquimes wig, and turn them about his ears. In time of action he wore a sling over his shoulders, with three brace of pistols hanging in holsters like bandoleers. He struck lighted matches under his hat, which, appearing on each side of his face, and his eyes naturally looking fierce and wild, made him altogether such a figure that imagination cannot form an idea of a Fury from hell to look more frightful."

For a time Blackbeard worked at his trade down on the Spanish Main, gathering in, the few years he was there, a very neat little fortune in the booty captured from sundry vessels; but by-and-by he took it off his head to try his luck along the coast of the Carolinas; so off he sailed to the northward, with quite a respectable little fleet, consisting of his own vessel and two captured sloops. From that time he was actively engaged in the making of American history in his small way. He first appeared off the bar of Charleston Harbour, to the no small excitement of the worthy town of that ilk, and there he lay for five or six days, blocking the port, and stopping incoming and outgoing vessels at his pleasure, so that for the time, the commerce of the province was entirely paralysed. All the vessels so stopped he held as prizes, and all the crews and passengers (among the latter of whom was more than one provincial worthy of the day) he retained as though they were prisoners of war. One morning Captain Blackbeard finds that his stock of medicine is low. "Well, we'll turn to hairs gray for that," says he. So up he calls the bold Captain Richards, the commander of his consort the *Revenge* sloop, and bids him take Mr. Marks (one of his prisoners), and go up to Charleston and get the medicine. There was no task that suited our Captain Richards better than that. Up to the town he rowed, as bold as brass.

"Look ye," says he to the Governor, rolling his quid of tobacco from one cheek to the other, "look ye, we're after this and that, and if we don't get it, why, I'll tell you plain, we'll burn them blood crafts of yours that we've took over yonder, and cut the weevand of every scalped headman there."

There was no answering an argument of such force as this, and the worshipful Governor and the good folk of Charleston knew very well that Blackbeard and his crew were the men to do as they promised. So Blackbeard got his medicine, and though it cost the colony two thousand dollars, it was worth that much to the town to be quit of him. They say that while Captain Richards was conducting his negotiations with the Governor, his boat's crew were upstirring around the streets of the town, having a glorious time of it while the good folk glowered wrathfully at them, but dared venture nothing in speech or act. Having gained a booty of between seven and eight thousand dollars from the pirates, the pirates sailed away from Charleston Harbour to the coast of North Carolina. And now we find our bold Captain Blackbeard established in the good provinces of North Carolina, where he and his worship the Governor struck up a vast deal of intimacy, as profitable as it was pleasant. There is something very pretty in the thought of the bold sea-rover giving up his adventurous life (existing now and then as an excursion against a trader or two in the neighbouring sound) when the need of money was pressing, setting quietly down into the routine of old colonial life, with a young wife of sixteen at his side, who made the fourteenth that he had in various ports here and there in the world. Becoming tired of an inactive life, Blackbeard afterward resumed his piratical career. He cruised around in the rivers and inlets and sounds of North Carolina for a while, ruling the nest, and with never a one to say him nay, until there was no bearing with such a pest any longer. So they sent a deputation to the Governor of Virginia, asking if he would be pleased to help them in their trouble. There were two men-of-war lying at Portsmouth, in the James River, at the time. To these the Governor of Virginia, the Governor struck up a vast deal of intimacy, as profitable as it was pleasant. There is something very pretty in the thought of the bold sea-rover giving up his adventurous life (existing now and then as an excursion against a trader or two in the neighbouring sound) when the need of money was pressing, setting quietly down into the routine of old colonial life, with a young wife of sixteen at his side, who made the fourteenth that he had in various ports here and there in the world. Becoming tired of an inactive life, Blackbeard afterward resumed his piratical career. He cruised around in the rivers and inlets and sounds of North Carolina for a while, ruling the nest, and with never a one to say him nay, until there was no bearing with such a pest any longer. So they sent a deputation to the Governor of Virginia, asking if he would be pleased to help them in their trouble. 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